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CENTRAL INTELLIGENCE AGENCY  
**INFORMATION REPORT**

COUNTRY USSR

SUBJECT Port of Novorossisk

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DATE (OF INFO.)

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THE OFFICE OF NAVAL INTELLIGENCE FURNISHED THE FOLLOWING INFORMATION TO CIA FOR IAC  
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1. Charter Information: My ship was in the port of Novorossisk during December 1952. Prior and subsequent to that period the ship was under charter to a Soviet interest and had traded between numerous Soviet and Satellite ports.
2. Approaches to Novorossisk: The vessel entered Novorossisk Bay on 1 Dec 52 and departed the subject port on 14 Dec 52. The ship was berthed for about five days in the harbor discharging a cargo of timber and the remainder of the time was spent in the harbor anchorage outside the moles. No changes or inaccuracies were noted in the latest hydrographic charts in the sail up the bay from the Black Sea. No difficulties were experienced in the anchorage due to good grappling in a firm bottom.
3. Port Defenses: I did not see any port defenses in the way of coast defense or anti-aircraft guns but I am of the opinion that the latter type were undoubtedly present and concealed. This opinion is arrived at from the fact that batteries of searchlights, of an unknown but numerous number, were in constant aerial operation each night from the heights of the Yarada Mountains overlooking Novorossisk Bay. A battery of those lights would be directed on the vessel every few minutes to ascertain what action, if any, was taking place on or around the ship. I do not know if the harbor and bay were mined but am of the opinion that they were. I came to this conclusion when the ship was ordered not to proceed from the bay anchorage to its berth in the harbor until dark and then under the direction of a pilot. I did not note any mine sweeping at any time in the Black Sea approaches to the port, or in the bay or harbor.
4. Vessels Present: My ship was berthed on the west side of the unidentified pier situated immediately to the southwest of the Petroleum Pier or Pier No 5 and at the mouth of the River Tsemes. I observed four or five merchant ships in port but could not identify them other than that they were of Soviet registry. There were approximately 15 motor torpedo boats berthed at the pier where my ship was docked, as well as at Pier 5. All were considerably smaller than their USN counterpart and were employed

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- 2 -

for harbor patrol duties. No other Soviet naval ships or submarines were observed. No wrecked merchant ships or partially submerged naval vessels were observed in the harbor.

5. Port Facilities: None of the ship's complement were ashore in Novorossiysk and I, therefore, do not know too much concerning the port's piers and cranes. Those piers that were visible from the ship were either badly damaged or in a poor state of repair and no reconditioning or repairing was in evidence. The pier where my ship was berthed had such poor crane facilities that the ship's booms were used to discharge the cargo of timber. There appeared to be a shipyard just east of the Cement Pier but no vessels were in. No floating drydocks were noted.
6. Port Security and Labor: When the ship was berthed it was immediately boarded by a searching party. They were not military personnel but local police. The search was more thorough and of longer duration than that effected by US authorities. I displayed an album containing commercial photographs of places and things of general interest in my home country. This album was impounded for the duration of the ship's visit on the premise that it was foreign propaganda to influence longshoremen and pier workers. Laborers and workers were of varying ages and of both sexes. All cargo checking was effected by women while the men performed the actual manual labor. The attitudes of those people was one of courteous indifference but they were not averse to partaking of the ship's food if they felt they were not observed by other Soviets. One armed soldier patrolled the deck of the ship, another was stationed at the head of the gangway, and a third at the entrance to the pier.

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